

and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Collection of Information

This rule contains no collection of information requirements under Paperwork Reduction Act (44 U.S.C. 3501 et seq.).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that it does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that under section 2.B.2.e(34) of Commandant Instruction M16475.1B (as revised by 59 FR 38654; July 29, 1994), this rule is categorically excluded from further environmental documentation. An Environmental Analysis Checklist and a Categorical Exclusion Determination Statement regarding the temporary safety zone are being prepared and will be placed in the rulemaking docket.

List of Subjects

33 CFR Part 110

Anchorage grounds.

33 CFR Part 165

Harbors, Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Vessels, Waterways.

Regulation

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 110 and 33 CFR part 165 as follows:

PART 110—[AMENDED]

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 2030, 2035 and 2071; 49 CFR 1.46 and 33 CFR 1.05–1(g). Section 110.1a and each section listed in 110.1a is also issued under 33 U.S.C. 1223 and 1231.

§ 110.168 [Amended]

2. In § 110.168, paragraphs (a)(3)(i)(A), (a)(3)(i)(B), and (a)(3)(ii)(D) are suspended from 5 a.m. on August 18, 1995 until 12 a.m. on August 21, 1995.

PART 165—[AMENDED]

3. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; 49 CFR 1.46.

4. A new temporary § 165.T05–051 is added to read as follows:

§ 165.T05–051 Safety Zone: James River, Elizabeth River, Chesapeake Bay, Port of Hampton Roads, VA.

(a) *Location.* The following area is a moving safety zone: All waters within a 750 yard radius of the Spud Barge, the Derrick Barge “Sea Hawk”, and their connecting floating cable during the deployment and burial of the UEP monitoring array beneath the bed of Hampton Roads Entrance Reach. The Spud Barge will be located approximately 400 feet southeast of the Hampton Roads outgoing channel boundary off of Sewells Point Spit, and the Derrick Barge “Sea Hawk” will be in various locations around the Hampton Roads Entrance Reach during the evolution.

(b) *Effective date.* This section is effective from 5 a.m. on August 17, 1995 to 8 p.m., August 30, 1995, unless sooner terminated by the District Commander.

(c) *Definitions. Designated representative of the District Commander* means any Coast Guard commissioned, warrant, or petty officer who has been authorized by the Commander of the Fifth Coast Guard District to act on his behalf. *District Commander* means the Commander of the Fifth Coast Guard District, Portsmouth, VA.

(d) *Regulations.* (1) In accordance with the general regulations in section 165.23 and 165.501 of this part, entry into this zone is prohibited unless authorized by the District Commander or his designated representative. The general requirements of section 165.23 and 165.501 also apply to this regulation.

(2) Persons or vessels requiring entry into or passage through the safety zone must first request authorization from the District Commander or his designated representative. The Coast Guard vessels enforcing the safety zone can be contacted on VHF Marine Band Radio, channels 13 and 16. The District Commander's representative at the Marine Safety Office, Hampton Roads, VA, can be contacted at telephone number (804) 441–3314.

(e) The District Commander will notify the public of changes in the status of this zone by Marine Safety Radio

Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

Dated: August 8, 1995.

W.J. Ecker,

Rear Admiral, U.S. Coast Guard, Fifth Coast Guard District.

[FR Doc. 95–20614 Filed 8–18–95; 8:45 am]

BILLING CODE 4910–14–M

33 CFR Part 117

[CGD08–94–032]

RIN 2115–AE47

Drawbridge Operation Regulations; Lafourche Bayou, LA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of the Greater Lafourche Port Commission, (GLPC), the Coast Guard is changing the regulation governing the operation of the following two drawbridges across Lafourche Bayou, in Lafourche Parish, Louisiana:

(a) The State Route 1 (Galliano-Tarpon) vertical lift span bridge, mile 30.6, at Cutoff, Louisiana.

(b) The State Route 1 (Cote Blanche) pontoon bridge, mile 33.9, at Cutoff, Louisiana.

This new regulation will require that the bridges open on signal; except that, from 2 to 3 p.m. and from 4:30 to 5:30 p.m., Monday through Friday, other than Federal holidays, the bridges will be permitted to remain closed to navigation.

Presently, the draws of the bridges are required to open on signal at all times. This action will provide for the uninterrupted flow of school bus and other vehicular traffic while still providing for the reasonable needs of navigational interests.

EFFECTIVE DATE: This regulation becomes effective on September 20, 1995.

ADDRESSES: Unless otherwise indicated, documents referred to in this preamble are available for inspection or copying at the office of the Commander (ob), Eighth Coast Guard District, 501 Magazine Street, Room 1313, New Orleans, Louisiana 70130–3396, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589–2965.

FOR FURTHER INFORMATION CONTACT:

Mr. John Wachter, Bridge Administration Branch, at the address given above, telephone (504) 589–2965.

SUPPLEMENTARY INFORMATION:**Drafting Information**

The drafters of this regulation are Mr. John Wachter, project officer, and LT Elisa Holland, project attorney.

Regulatory History

On December 13, 1994, the Coast Guard published a notice of proposed rulemaking entitled Drawbridge Operation Regulation; Lafourche Bayou, LA, in the **Federal Register** (59 FR 64178). The Coast Guard received nine letters commenting on the proposal. No public hearing was requested, and none was held.

Background and Purpose

The Greater Lafourche Port Commission (GLPC), requested the 2 to 3 p.m. and the 4:30 to 5:30 p.m. closures, Monday through Friday, other than Federal holidays in order to provide relief to school bus traffic and other vehicular traffic that crosses the bridges during peak hours of land traffic congestion.

Data provided by GLPC, shows that from August 1993 through August 1994 (the most recent counts available), the number of vessels that passed the bridges totaled 1141. This breaks down to approximately 95 vessels per month, or 3.1 vessels per day.

During the closure periods, 1530 vehicles per day cross the Galliano-Tarpon bridge and 865 vehicles per day cross the Cote Blanch bridge. These closures will provide relief to severely congested vehicular traffic, while still serving the reasonable needs of navigational interests.

Discussion of Comments and Changes

Nine letters of comment were received in response to Public Notice CGD8-02-95 issued on January 31, 1995. The Federal Emergency Management Agency, the National Marine Fisheries Service, the Lafourche Parish Council, the Kansas City Southern Railway Company, a private individual, the Federal Emergency Management Agency and the Chamber of Commerce of Lafourche and the Bayou Region, Inc., all expressed support for or no objection to the proposed rule. Two letters were received that offered objections to the proposal. Bollinger Marine and a private individual opposed the proposed rule on the grounds that the bridges were not equipped with VHF radios. The bridges are now equipped with VHF Radios and Bollinger Marine has written a letter withdrawing its opposition. The private citizen also questioned the increase in vehicular traffic in recent years. The

increase in vehicular traffic is due to the opening of LA 3235, six years ago. Now LA 1, LA 308 and LA 3235 all meet at the South Lafourche bridge. In addition, the amount of vehicular traffic has increased due to the expansion of Port Fourchon, the opening of a new Super-Walmart, and numerous other new businesses in the area. As there has been an increase in vehicular traffic, the change in the drawbridge operating regulations are necessary and the Final Rule remains unchanged from the proposed rule.

Regulatory Evaluation

This regulation is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential cost and benefits under section 6a(3) of that order. It has not been reviewed by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040, February 26, 1979).

Small Entities

The economic impact has been found to be so minimal that a full regulatory evaluation is unnecessary. The basis for this conclusion is the number of vessels which pass the bridge, (3.1) per day. The two comments received offering objection to the proposed rule have been resolved. Therefore, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains no collection-of-information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the final rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

This rulemaking has been thoroughly reviewed by the Coast Guard and it has been determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.g.5 of Commandant Instruction M16475.1B. A Categorical Exclusion Determination statement has

been prepared and placed in the rulemaking docket.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations: In consideration of the foregoing, part 117 of title 33, Code of Federal Regulations, is amended as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1g; Section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

2. Section 117.465 paragraphs (a) through (e) are redesignated as (b) through (f) and a new paragraph (a) is added to read as follows:

§ 117.465 Lafourche Bayou.

(a) The draws of the SR1 bridge, mile 30.6 and the SR1 bridge, mile 33.9, both near Cutoff, shall open on signal; except that, from 2 p.m. to 3 p.m. and from 4:30 p.m. to 5:30 p.m. Monday through Friday except Federal holidays, the draws need not be opened for the passage of vessels.

* * * * *

Dated: August 7, 1995.

C.B. Newlin,

Captain, U.S. Coast Guard, Commander, 8th Coast Guard Dist., Acting.

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33 CFR Parts 151 and 155

[CGD 94-056]

RIN 2115-AE97

IMO Special Areas

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is issuing regulations to designate the Antarctic area as a special area under Annexes I (oil), II (noxious liquid substances), and V (ship-generated garbage) of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978, as amended (MARPOL 73/78). The Coast Guard also is issuing regulations designating the Gulf of Aden as a special area under Annex I of MARPOL 73/78; the Baltic Sea area, the Black Sea area, and the Antarctic area as special areas under Annex II of MARPOL 73/78; and the Wider Caribbean region as a special area under